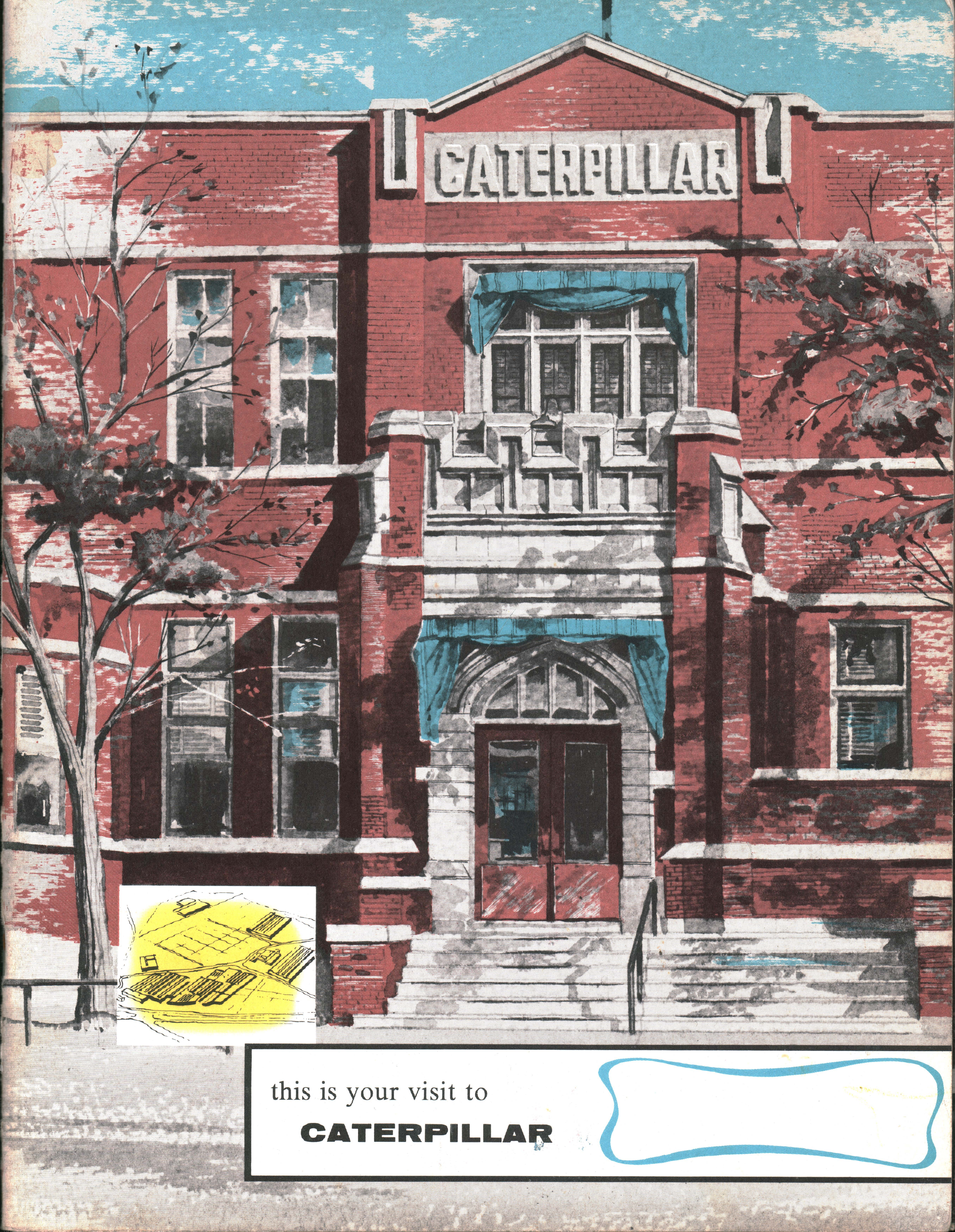
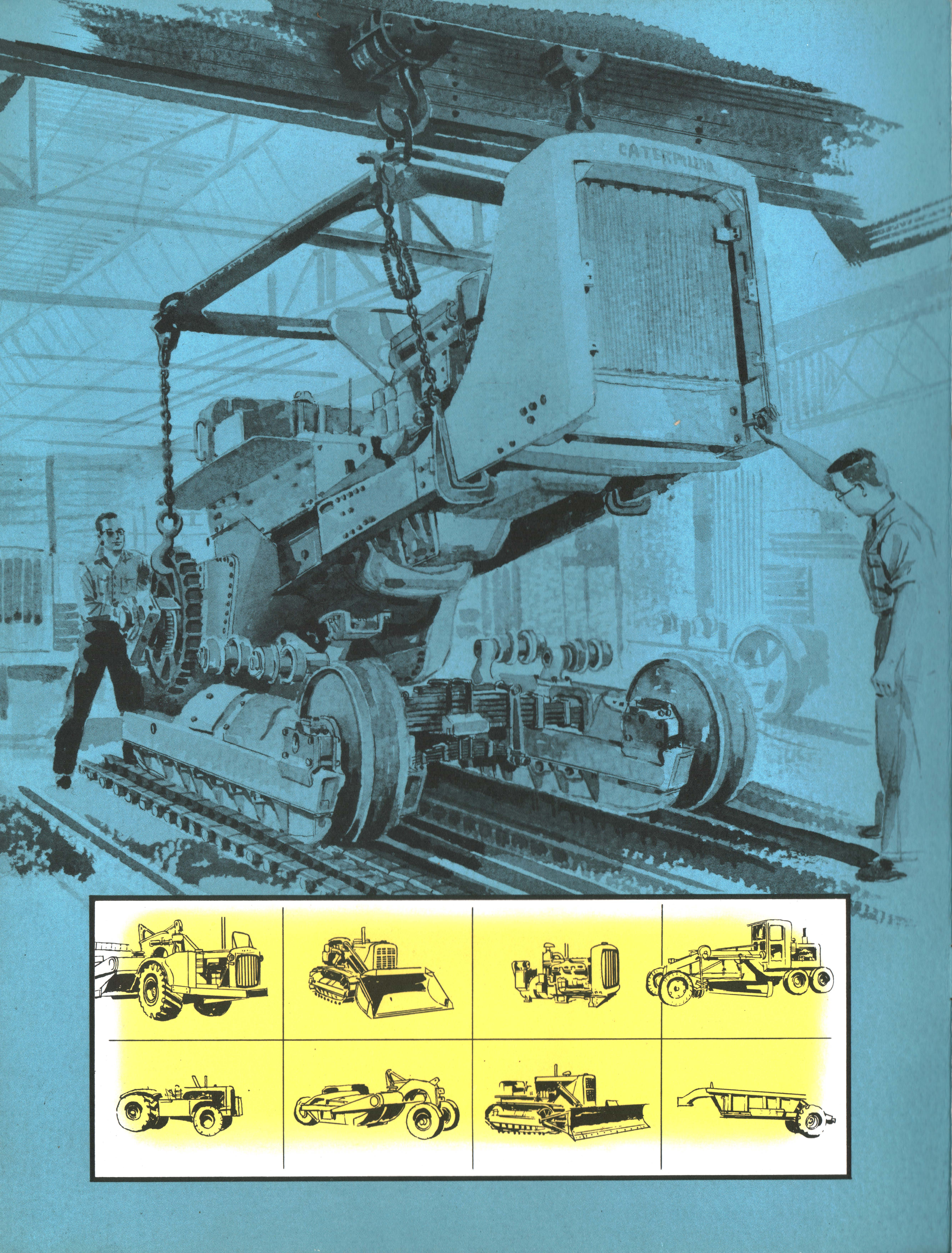


this is your visit to

CATERPILLAR


CATERPILLAR

Dear Friend:

It was indeed a pleasure to have you visit Caterpillar. We hope the trip proved to be interesting as well as enjoyable.

Many of the things you saw at our factory benefit you directly. The products being built were designed to construct and maintain your roads, dams, levees, airports and building sites faster. The manufacturing processes were developed to produce machines that could work at lowest possible cost. The high standards of quality were established to earn Caterpillar products an unblemished reputation of long, trouble-free service.

We like to feel that these features have succeeded and have earned your approval.

Please accept this booklet as a memento of your visit, and stop in again. You're always welcome at Caterpillar.

Cordially yours,

CATERPILLAR TRACTOR CO.

H. S. Eberhard

President

A pair of tracks replaced the wheels on a Holt steam traction engine and the world's first, practical track-type tractor resulted. This tractor, tested in November, 1904, is the forerunner of modern Caterpillar Diesel Tractors.

Tracks of Progress . . .

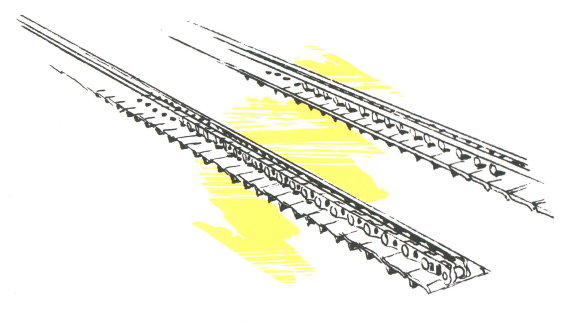
It was a chilly November 24th. An early winter rain had fallen during the night. The peat soil just west of Stockton, California, was wet and spongy, so soft that man, animal and machine sank to helplessness.

To the group of men working feverishly on Holt steam traction engine No. 77, the condition of the ground was ideal. The men were replacing the eight-foot steel wheels on No. 77 with long, broad tracks that had wooden planks for treads. If these tracks could keep No. 77 on top of the spongy soil, traction and flotation problems would be solved.

And, on that November 24, 1904, the first practical track-type tractor *did* prove successful. A new era of work power—for farmers, loggers, earthmovers, miners and other machinery users—had begun.

Benjamin Holt went on to improve his new device —adapting gasoline engines for power, eliminating front-mounted tiller wheels, making tracks more efficient. As he worked, another inventor, C. L. Best, developed his ideas on crawler methods, his machines also proving successful and competing with the Holt crawlers.

Holt and Best interests combined in 1925 to form a single company that could better serve the needs of customers. The new company, adopting an old trademark, became world-famed as Caterpillar Tractor Co.



Milestones in Caterpillar History:

1869—Formation of Caterpillar's predecessor companies—Best and Holt.

1885–1900—Best and Holt pioneer development of combined harvesters and large steam tractors.

1904—Benjamin Holt successfully tests the world's first practical crawler tractor.

1906—The gasoline engine is used to power a crawler tractor.

1909—Holt Manufacturing Company acquires plant at Peoria, Illinois.

1913—C. L. Best develops his new tractor—the Tracklayer.

1914–1918—The track-type tractor establishes a military record, with distinction.

1915—First military tanks devised on basis of track-type tractor.

1919—The famous Best Sixty is introduced.

1925—Holt and Best combine to form Caterpillar Tractor Co.

1928—Russell Grader Manufacturing Company becomes part of Caterpillar Tractor Co.

1931—Introduction of the revolutionary Auto Patrol—predecessor of today's motor grader.

1931—The first Caterpillar Diesel Engine is announced.

1931- First diesel powered crawler built by Caterpillar.

1938– First Caterpillar Motor Grader announced.

1940—First Caterpillar rubber-tired Tractor.

1941–1945—Caterpillar products go to war; win battle stars in every theater of operation.

1945—New Caterpillar earthmoving equipment produced—bulldozers, control units, rippers, wagons, scrapers.

1950—First Caterpillar two-wheeled rubber-tired Tractor and larger four-wheelers introduced.

1950—Caterpillar products return to combat in Korea.

1950—Joliet plant opened.

1951—Trackson Company becomes a subsidiary of Caterpillar Tractor Co.

1953—York plant completed.

1954—Subsidiary in Brazil formed.

1954—Decatur plant construction started.

1955—Formation of subsidiaries in Australia and England announced.

1955—The D9 and other new products are introduced to the field.



Gasoline engine power replaces steam engine power, and the crawler tractor becomes more mobile, more efficient in 1906.

After a quarter century of service, the first Caterpillar Diesel Tractor is still at work on the West Coast.

Today's Cat D9 Tractor—the result of thousands of hours of research, testing and engineering, has more than 60,000 pounds of pulling-pushing power.



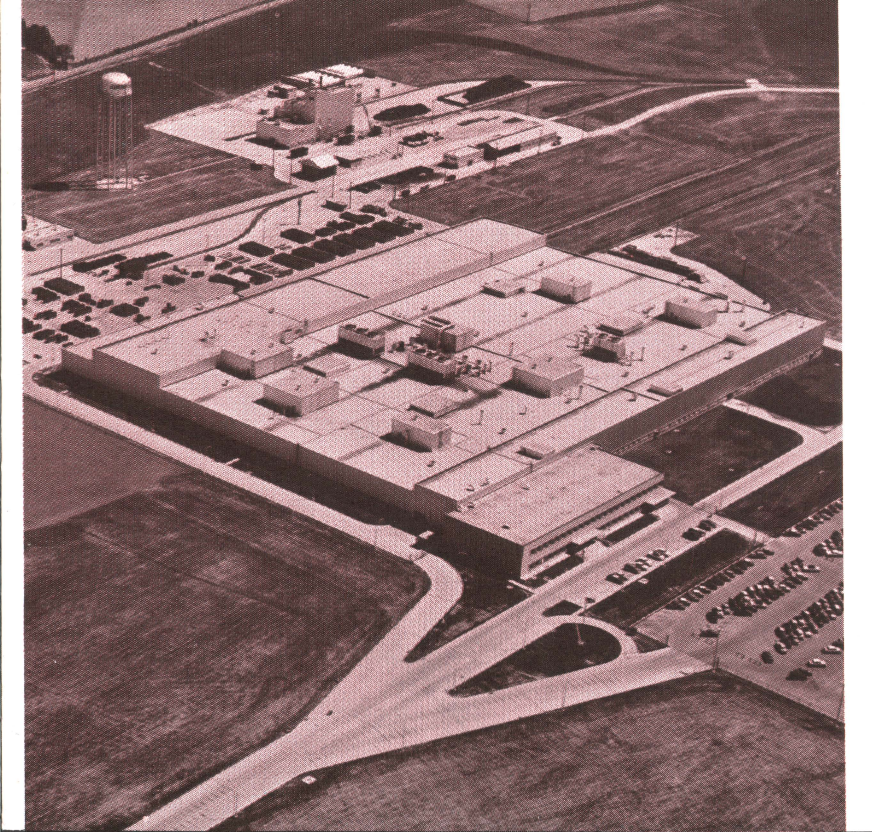


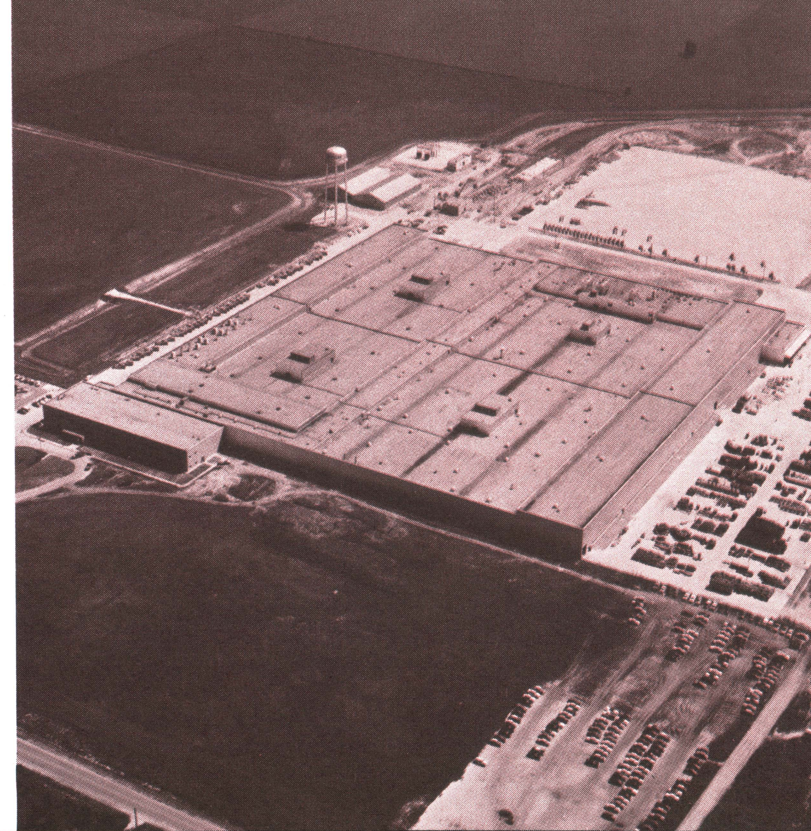
San Leandro, California—The site of the Best Agricultural Works is the present location of Caterpillar Tractor Co. San Leandro plant. Components for the famed Caterpillar Diesel fuel system are produced in this precision factory.

Milwaukee, Wisconsin—The Trackson Company, Caterpillar's wholly-owned subsidiary at Milwaukee, produces Pipelayers and Traxcavators. The original Trackson Company was organized in 1922; had built auxiliary equipment for Caterpillar machines since 1936.

Growing with the years . . .

Joliet, Illinois—Bulldozers, scrapers, wagons, rippers and power control units are built in the modern Joliet plant, constructed in 1950. The factory and adjoining parts warehouse contain 1.4 million square feet; have the most modern jigs, fixtures and manufacturing processes in the industry.





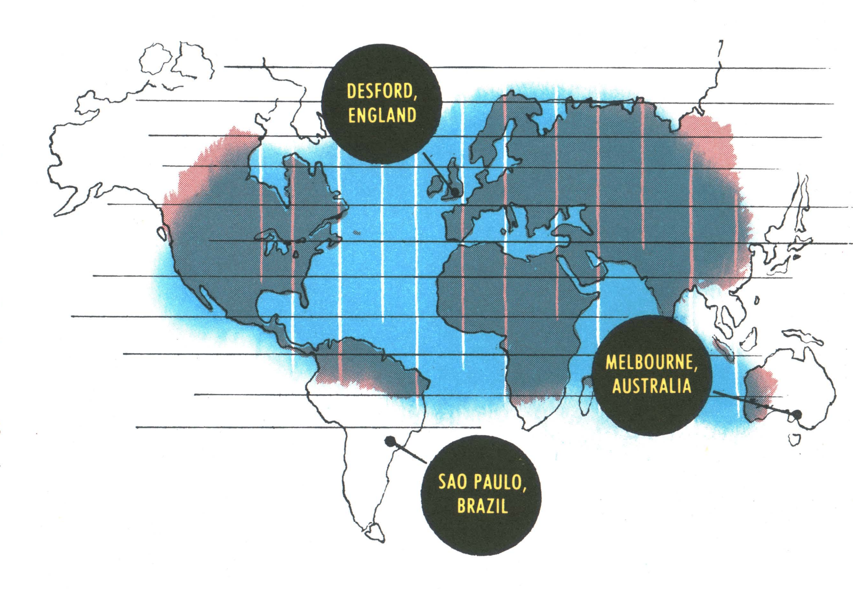
York, Pennsylvania—The modern facilities of the new factory at York are devoted to the production of precision parts for Caterpillar products. York was built in 1953 to speed parts delivery along the east coast and overseas.

Decatur, Illinois—The first Motor Grader rolled off the assembly line of the Decatur plant in 1955. The new facility is primarily engaged in the production of rubber-tired Caterpillar equipment.

Today, Caterpillar Tractor Co. products are manufactured at six plants in the United States and three overseas. Prewar factories, at Peoria and San Leandro, have had many additions and have been joined by plants at Joliet, York, Milwaukee and Decatur. Overseas operations are at Desford (England), Melbourne (Australia), and Sao Paulo (Brazil). General offices are maintained in Peoria, with branch offices in New York City, Washington, D. C., and San Francisco. Proving grounds are located in Arizona and at Peoria. Ten Parts Depots are strategically located through the United States. Nearly 800 dealer sales-service-parts centers are scattered throughout the world.

With this vast, growing network of facilities, Caterpillar is ready to serve the ever-increasing needs of customers, anywhere, anytime.

Foreign Subsidiaries

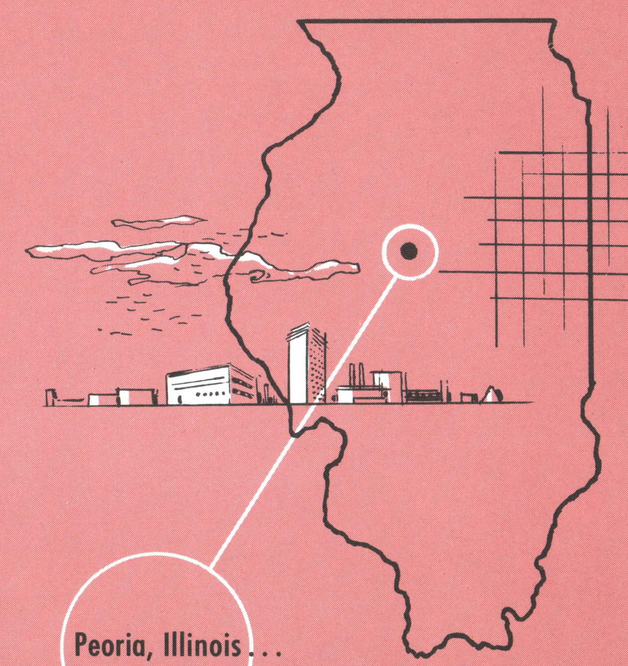




Research . . . Better ways of doing things are constantly being sought in Caterpillar's extensive research laboratories. From this search come new machines, new materials, new manufacturing methods—keeping Caterpillar products the most advanced in design and high quality in their field.

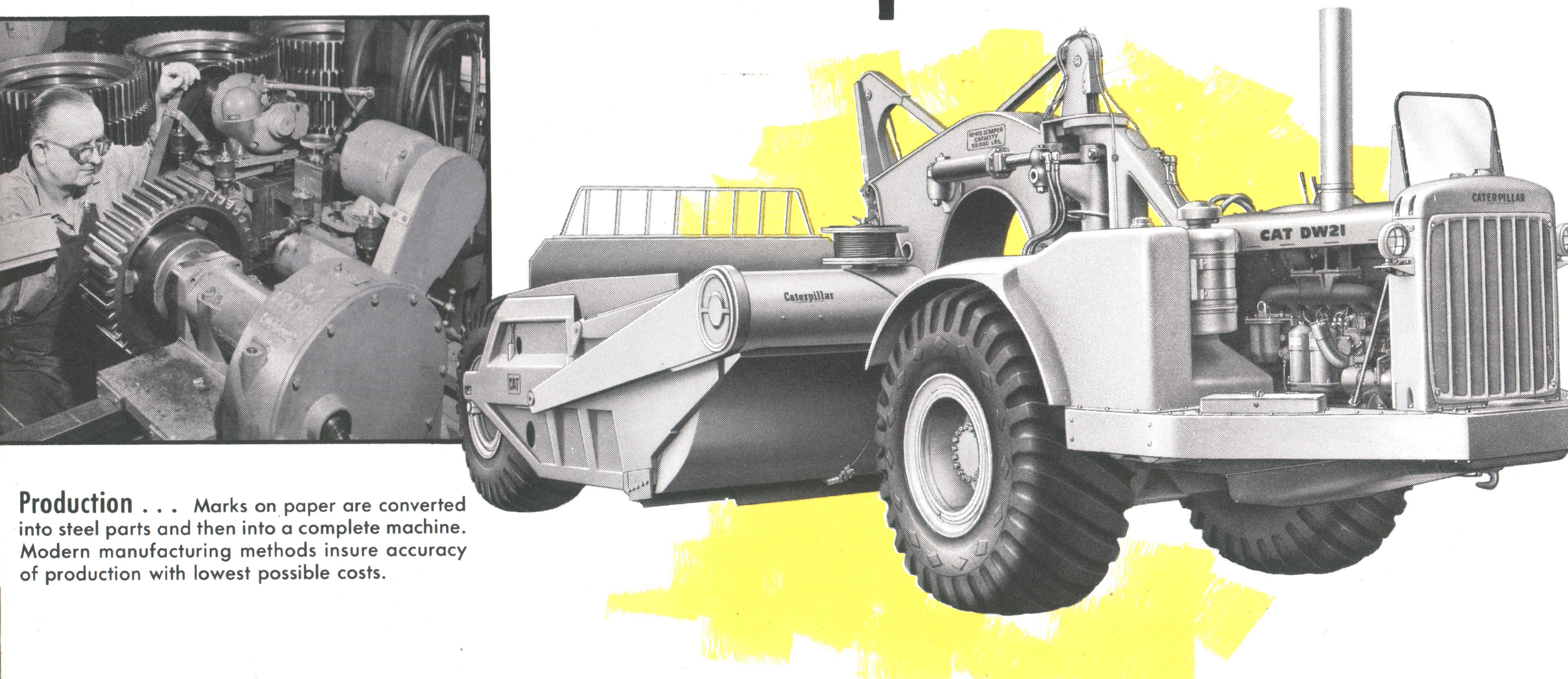
Proving the Product . . . Grueling torture tests and work seldom encountered on the job provide proof of performance and enable research engineers to find design faults before a machine is ready for production engineering . . .

Engineering . . . Putting research findings into production requires thousands of accurate engineering drawings. The experience of over 50 years of manufacturing goes into these final machine designs . . . and the pay-off is in longer machine life under the toughest working conditions.

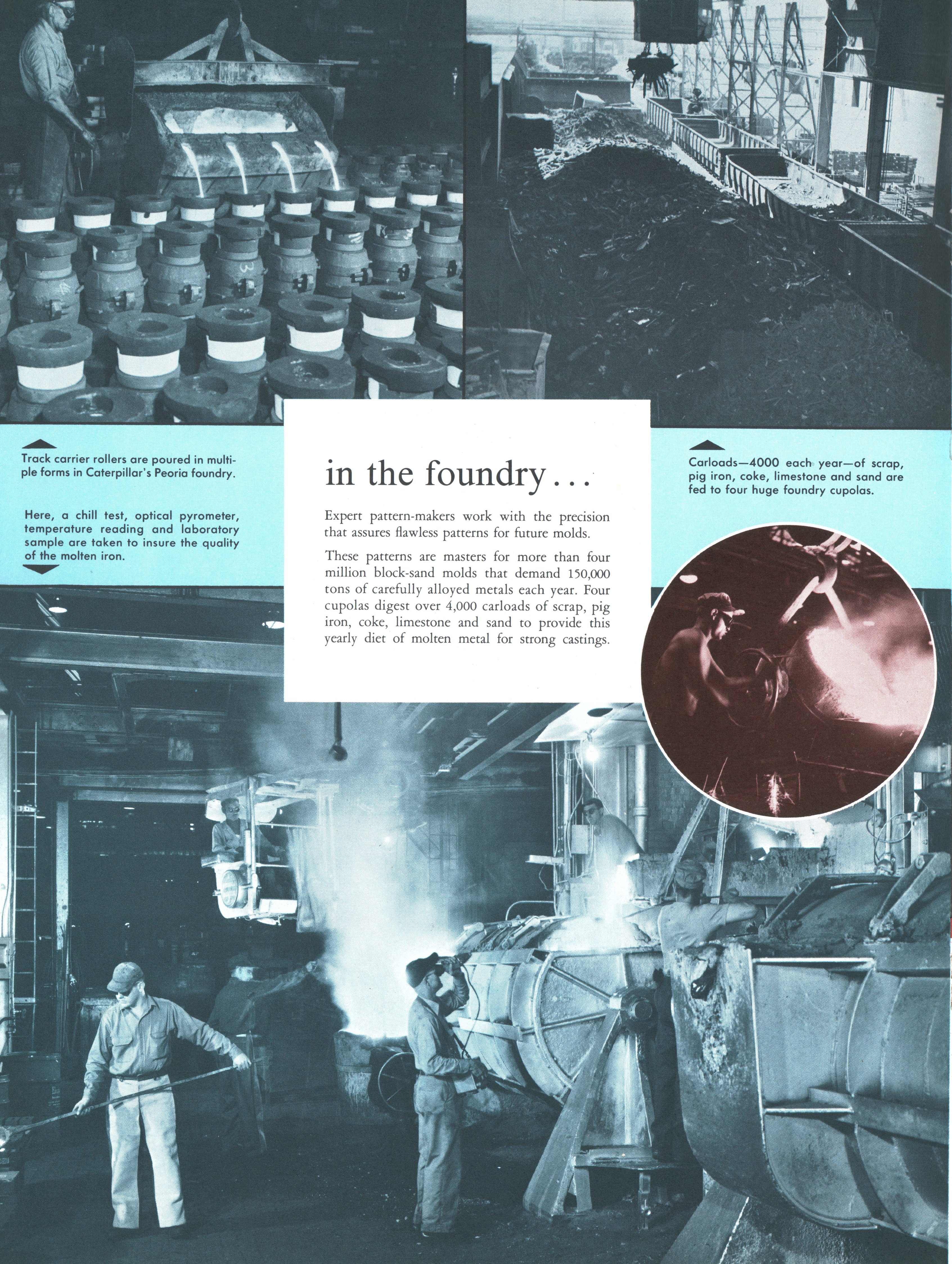


Peoria, Illinois . . .

The first Peoria plant was acquired in 1909 and the installation has expanded steadily through the years. Now, the facilities spread over 400 acres, 121 of which are under roof. More than 25,000 people, working in a modern factory, working with up-to-the-minute machine tools and processes, assembling tractors, engines, and parts, produce Caterpillar products that are sent throughout the world. Caterpillar general offices, engineering and research departments, and proving grounds are also located at the Peoria plant.



Production . . . Marks on paper are converted into steel parts and then into a complete machine. Modern manufacturing methods insure accuracy of production with lowest possible costs.



Track carrier rollers are poured in multiple forms in Caterpillar's Peoria foundry.

Here, a chill test, optical pyrometer, temperature reading and laboratory sample are taken to insure the quality of the molten iron.

in the foundry . . .

Expert pattern-makers work with the precision that assures flawless patterns for future molds.

These patterns are masters for more than four million block-sand molds that demand 150,000 tons of carefully alloyed metals each year. Four cupolas digest over 4,000 carloads of scrap, pig iron, coke, limestone and sand to provide this yearly diet of molten metal for strong castings.

Carloads—4000 each year—of scrap, pig iron, coke, limestone and sand are fed to four huge foundry cupolas.



A production pattern for D8 track roller hubs is precisely finished by an expert pattern maker.

Performance in the making . . .

From the first pour of precisely compounded metal, to the last coat of protective yellow paint, Caterpillar products are built to perform for thousands and thousands of hours on a wide variety of applications with the least possible expense. Only through such performance can the success of Caterpillar customers, and then Caterpillar, be assured.

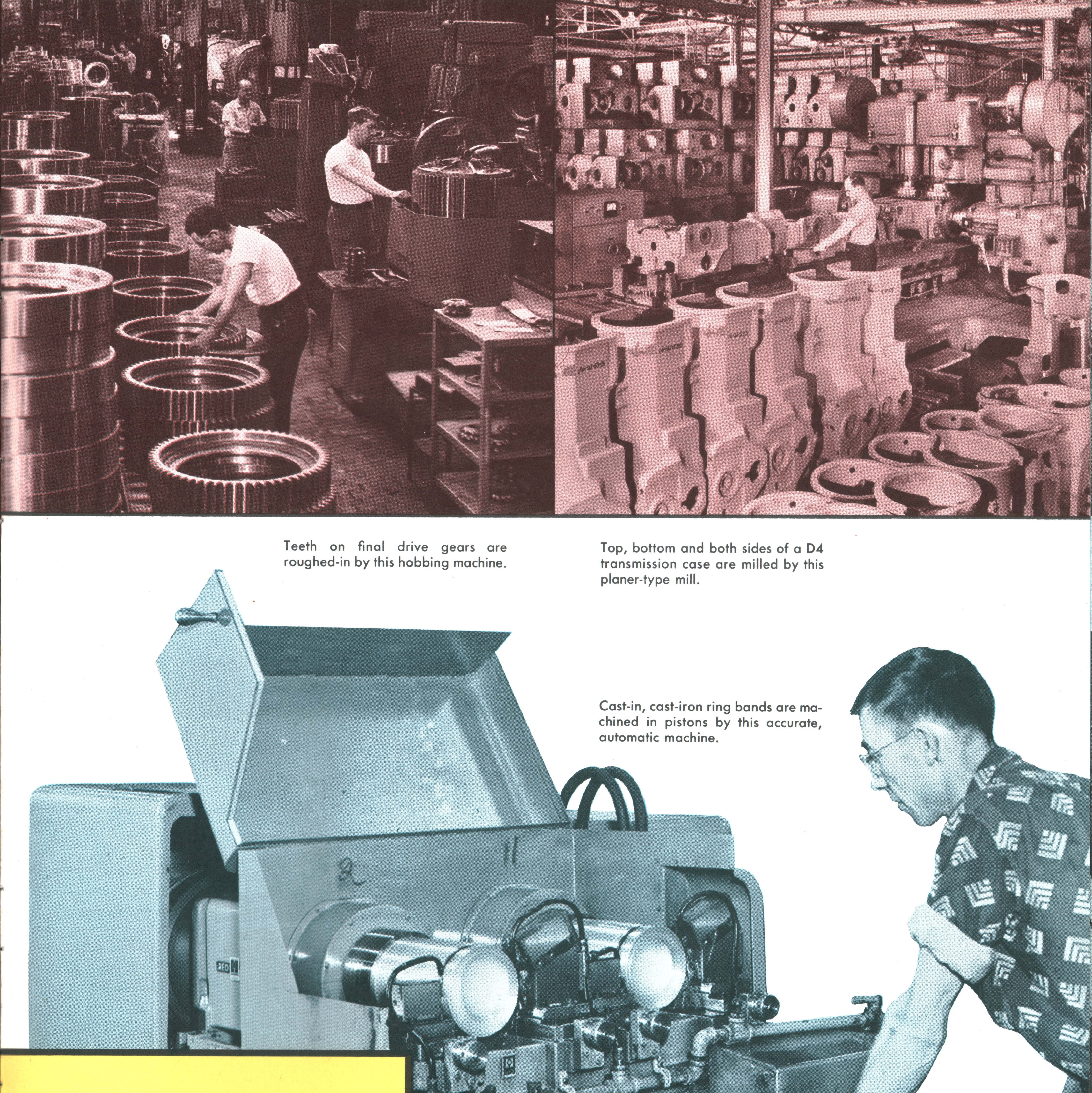
As you walk through the busy Caterpillar factories, evidence of the care and skill that produce performance is everywhere.

Multiple drill works on engine cylinder block, drilling 186 holes in a single operation.

Machined surfaces on D8 crankshaft are ground smooth in this operation.

Top and bottom liner bores in engine blocks are roughed-in and finished by this precision machine.

in the machine shops . . .

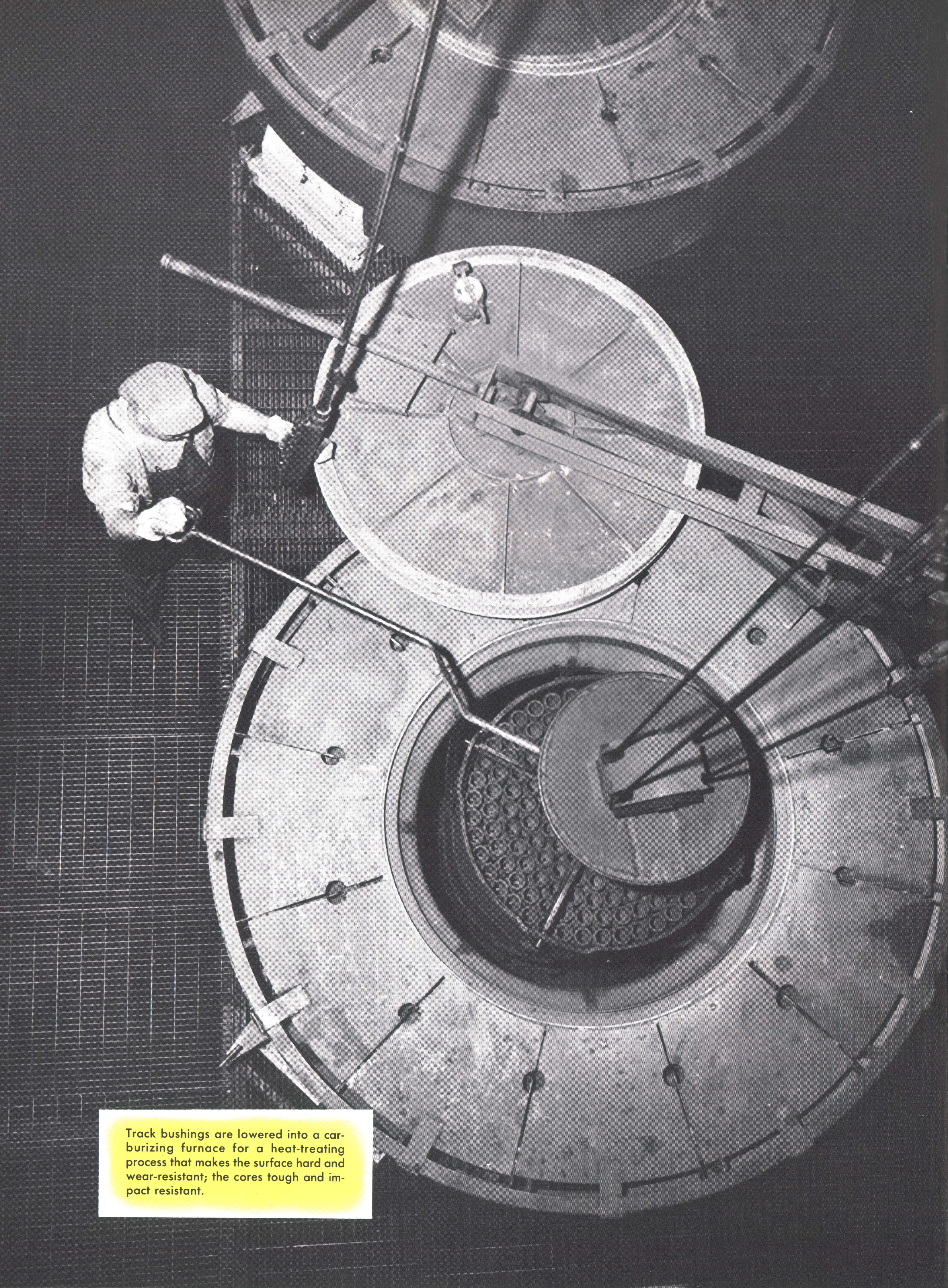


Teeth on final drive gears are roughed-in by this hobbing machine.

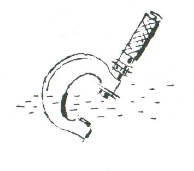
Top, bottom and both sides of a D4 transmission case are milled by this planer-type mill.

Cast-in, cast-iron ring bands are machined in pistons by this accurate, automatic machine.

Raw materials and castings are precisely shaped, cut and pierced to form components that can mate perfectly in the finished product. Giant machines, so accurate that electronic microscopic instruments are used in inspection operations, follow the direction of skilled craftsmen. Every step in the manufacturing process is followed by a thorough inspection that insures the absolute perfection of each part.



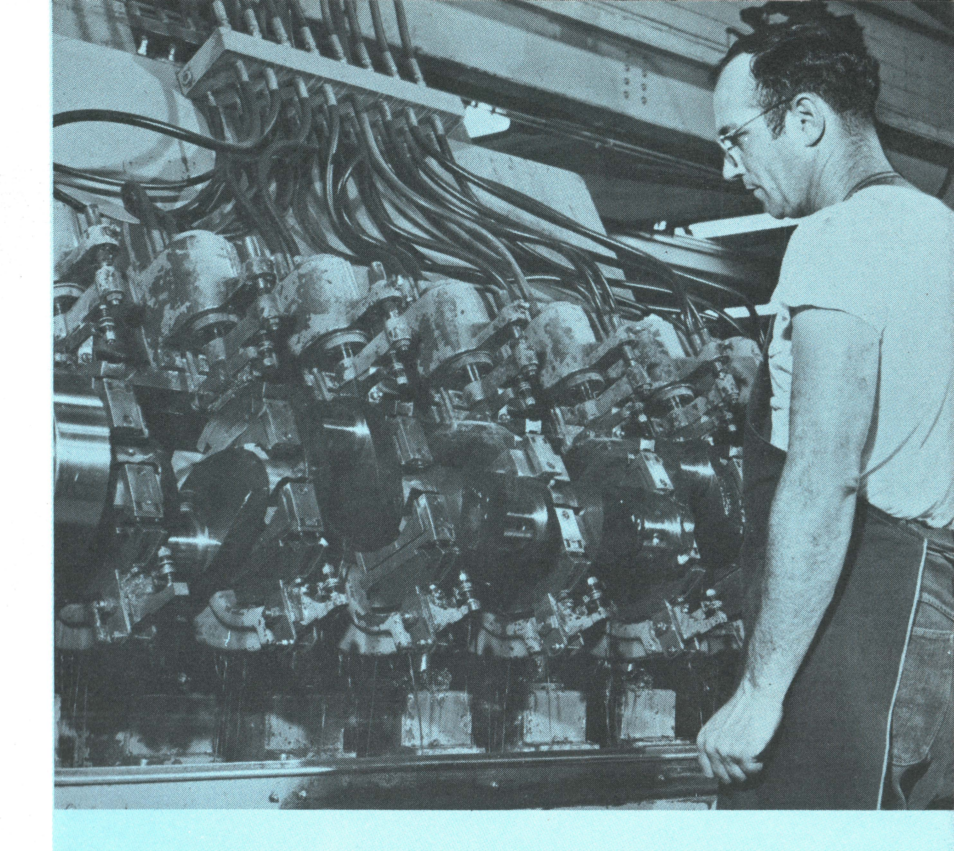
Track bushings are lowered into a carburizing furnace for a heat-treating process that makes the surface hard and wear-resistant; the cores tough and impact resistant.



added care...

The exceptional standards of precision that must be met in foundry and machine shop, can produce that performance expected by every customer. But many additional steps help assure long-lasting Caterpillar performance.

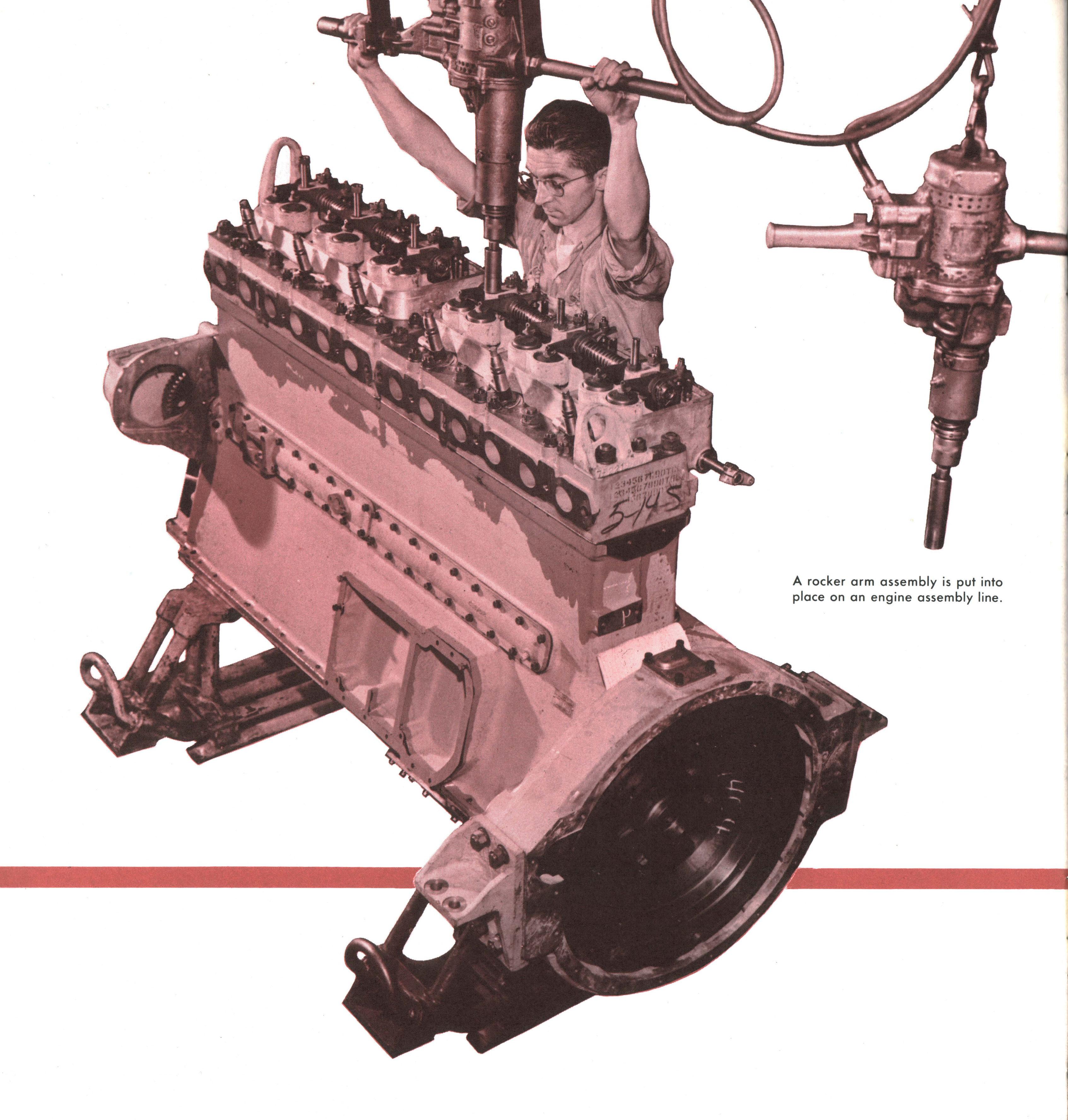
Such steps as heat-treatment that creates the exact metallic structure for resistance to wear while internal toughness is retained; or Superfinishing processes that produce surfaces that near absolute smoothness; or automation that eliminates the chance of human error; and rigid inspection procedures that keep a constant check on man and machine.



Main journals of a D8 crankshaft are polished to within five-millionths (.000005) of an inch of absolute smoothness by Superfinishing.

A die-quenching machine adds a controlled hardness to a gear.

Careful, thorough inspection follows every manufacturing process to insure accuracy and trouble-free performance.



A rocker arm assembly is put into place on an engine assembly line.

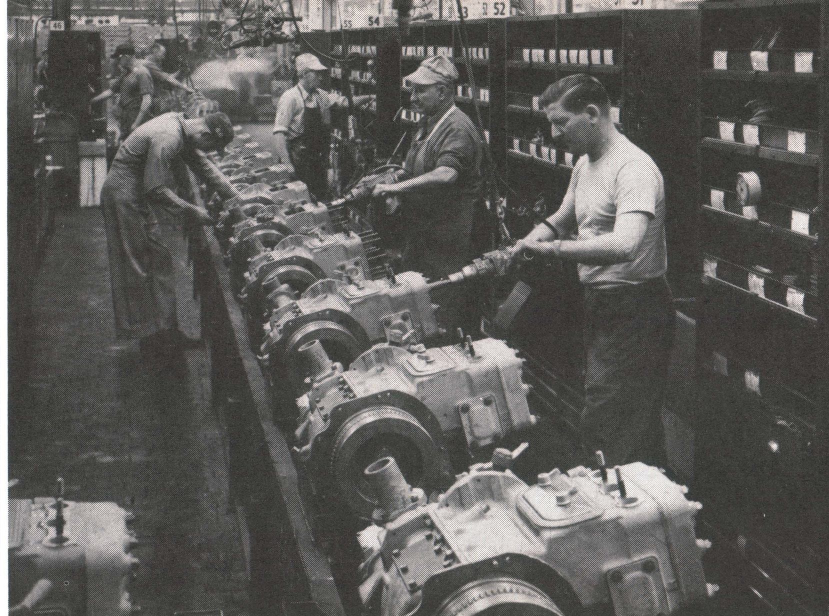
and then, assembly . . .

Each division of manufacturing is part of a network. Smaller productive units feed their assemblies to larger units where they are combined with other parts to become components that are passed on to again larger assembly points. The network feeds eventually into the main assembly lines where gear cases, frames and other components become tractors, motor graders or where blocks, heads and manifolds become engines.

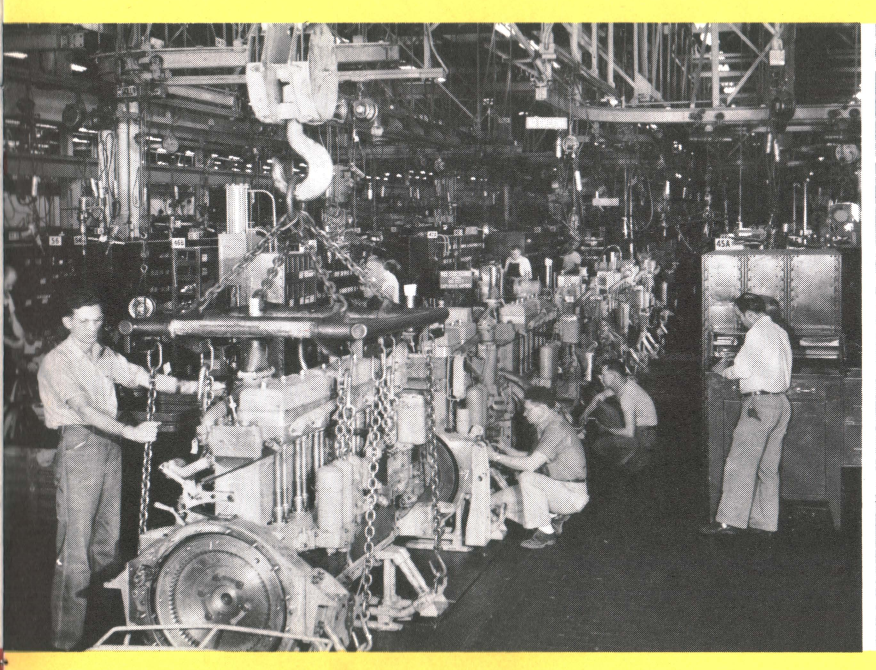
After careful testing, the machines gain their Caterpillar label, are ready to perform, profitably, on whatever jobs they are assigned by owners.



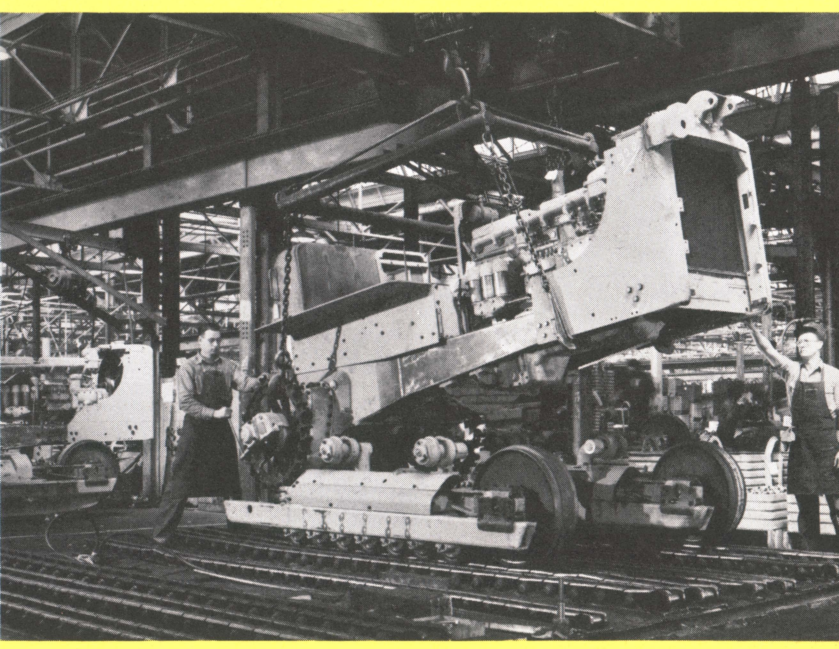
Gears, for a D8 transmission, are assembled on an aligning stand.



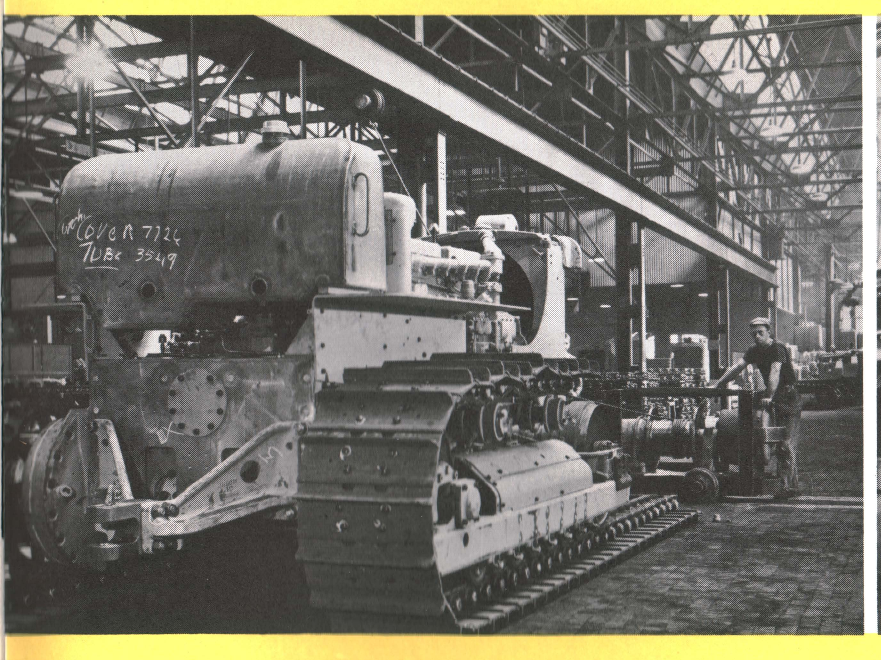
Starting engines are completed, inspected, ready for installation on Caterpillar Diesel Engines.



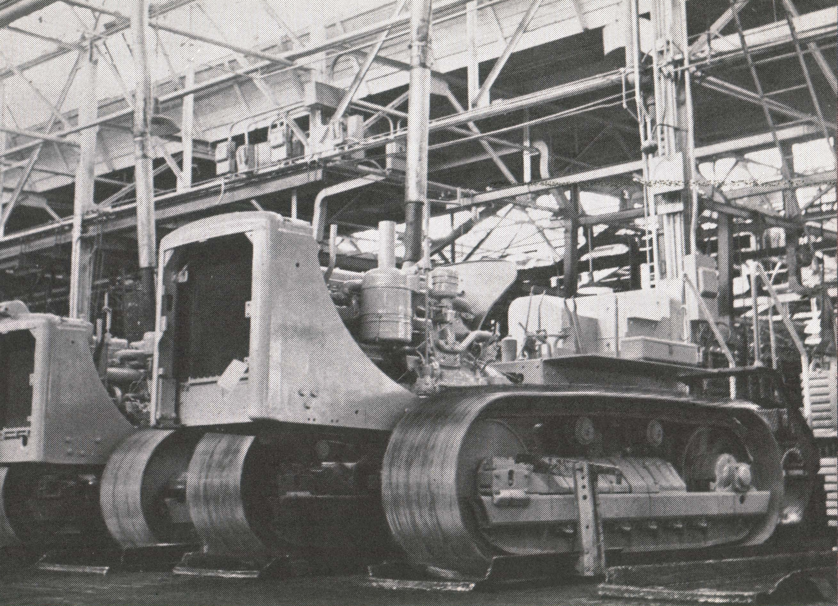
Final assembly, final inspection and engines are ready for run-in test.



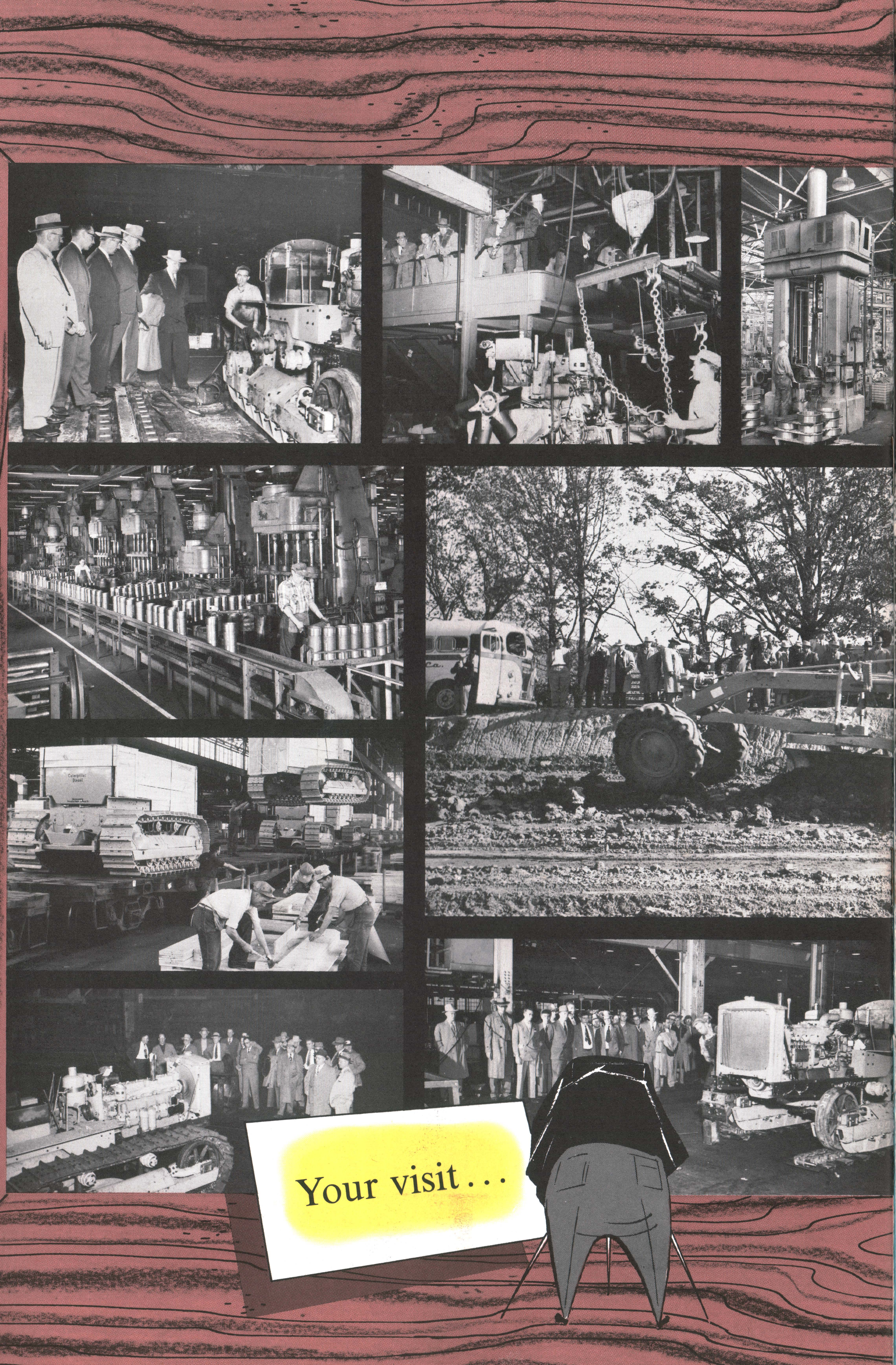
D8 components become a Caterpillar D8 Tractor as major sections are joined near the end of the D8 assembly line.



Tracks are pulled into position on a D9, ready for the test stand.



A completed D8, before being painted, is tested by actually running on greased skids.


Your visit . . .


NATCO
CAT


600 SERIES RANGE TRANSMISSION


So, to work . . .
Now you have seen Caterpillar*performance in the making—skilled craftsmen turning high-quality materials into precise parts, then into long-lived profitable machines. These machines go to work throughout the free world . . . and wherever they work, Caterpillar Dealer service is close at hand.
Almost 800 dealer outlets back quality Caterpillar equipment with quality service—help in selecting or using equipment . . . fast, accurate machine repair by experienced, factory-trained servicemen . . . complete stocks of genuine factory-built parts for Caterpillar machines of all ages.
This is the story of your trip to Caterpillar—and the Company's history, products, facilities and dealer organization . . . the story of Leadership in Action!
* Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.
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CATERPILLAR
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600 SERIES RANGE TRANSMISSION
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THAT MEANS
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SEALED TRACK

Hewitt Equipment Limited
Dealer Sponsored Customer Conference
Caterpillar Tractor Co., Peoria, Illinois
November 12-16, 1962

Left to Right
John McNally, Caterpillar Americas Co., Peoria, Illinois
Jos. G. Hority, Quebec North Shore & Labrador R. R., Seven Islands, Quebec
Jack Craig, Hewitt Equipment Ltd.
D. Robertson, Iron Ore Company, Labrador City, Newfoundland
H. D. Journeaux, Quebec Cartier Mining Co., Gagnon, P. Q., Canada
Beppino Visentin, H. Paring, Montreal, Canada
Rod J. Boileau, Hewitt Equipment Ltd., Montreal, Quebec
Charles Biname, Miron Company Ltd., Montreal, Canada
Dick Overpack, Caterpillar Americas Co., Peoria, Illinois
Jacques Dubois, Cy Miron Ltd., Montreal, Canada
Ralph Dully, Caterpillar Tractor Co., Peoria, Ill.
Conrad Fournier, E. B. Eddy Co. Ltd., Parent, Canada